

U.S. Department of Homeland Security



Homeland
Security



USCG Auxiliary District 13 Division 7

DAYMARK



Honor, Respect and Devotion to Duty

Vol. LVI Ed. 10

VOLUNTEER GUARDIANS

October 2010

Special points of interest:

What is the Bertholf?

30 Years for Wayne Monroe

Inside this issue:

VCDR notes 2-3

PE Schedule 4

FC Reports 5-6

Staff Reports 7 - 16

Wayne Monroe— 30 Yrs 17

Bertholf 18-20

Calendar 21

DIVISION COMMANDER'S CORNER

Shipmates,

This month you will be selecting your Flotilla leadership for 2011. Developing leaders is the most important factor in the long term success of a Flotilla. Ideally this development is underway well before a member stands for election to Flotilla Commander or Vice Flotilla Commander. There are a number of avenues to build leadership and management skills available to our members. Many members come to the Auxiliary with rich leadership and/or management experience from their civilian and military careers as well as prior volunteer experience. Once in the Auxiliary members can avail themselves of staff roles to learn the peculiarities of the Auxiliary.

Read the manual: Basic familiarity with the Auxiliary Manual is critical for elected and staff leaders. It isn't necessary to know all the policies but it is important to understand the basic structure of the policies under which we operate. I strongly recommend downloading the PDF version to use as a reference since searching is much easier in the electronic version. As editions age there are numerous policy changes which become somewhat cumbersome. Luckily we expect a new Auxiliary Manual in the next few months. Staff should also be conversant with the policy manuals for their program areas.

Attend Flotilla and Division meetings: The manual contains the policies but the implementation and execution is discussed at our meetings and fellowship events.

Formal leadership training: The Auxiliary has a continuum of leadership training. Locally we conduct a leadership and management training session. All members are invited and encouraged to attend this course which is a mix of leadership training and the nuts and bolts of managing our Auxiliary units. This course will be conducted on 09 October 2010 on the Training Deck at MSU Portland - 0830. Even if you don't see elected leadership in your future I encourage you to come to this training - it will help you understand how our organization works and how to get the most out of the time you invest in the Auxiliary.

In addition there are a number of courses offered, please note that the last three listed here are limited to certain office holders.

Flotilla Leadership Course (FLC) - this includes online and classroom versions and is similar to our leadership training

Auxiliary Leadership and Management (AUXLAM).

Auxiliary Mid-Level Officers Course (AMLOC).

Auxiliary District Captain Course (ADCC)



Auxiliary Senior Officers Course (ASOC)

Read, listen, and watch: There is an incredible variety of leadership books available. My library is packed with examples and I'd be happy to make recommendations. One of the advantages of the rise of the internet is that there has been a huge increase to the accessibility of knowledge through the availability of podcasts, videos, and blog posts on leadership. These are shorter and easier to digest than the average leadership book. I have dozens of examples I consume regularly, here are a few to get started:

TED Talks on Leadership: The TED conference covers a huge variety of topics with great speakers talking no more than 18 minutes - there are a number of talks on leadership - <http://www.ted.com/talks/tags/id/231>

Weekly Leader site and podcast: Peter Mello is a friend of the Coast Guard and got started in the leadership field with tall ship education - <http://weeklyleader.net/>

Seth Godin: Seth's posts are a mix of leadership and marketing thinking - <http://sethgodin.typepad.com/>

Tom Peter's Blog: Tom has been writing on leadership for decades and always seems to be asking the right questions - <http://www.tompeters.com>

Harvard Business Review IdeaCast: Some of the best of HBR - <http://blogs.hbr.org/ideacast/>

The Invisible Hand podcast: Interviews with authors of recent leadership, management and strategy books - <http://www.heronandcrane.com/TIH-2010.html>

Jump into the fray: There is a point at which the best way to learn is to start. The Auxiliary is a great place to learn to lead. We've the benefit of motivated members who want to be here -- don't discount what a huge difference this fact makes. I've learned more about myself and about how to lead in the last few years than all my previous education and experience -- I've taken to calling the Auxiliary my leadership lab. I invite you to join me in the lab. Thank you for your service.

Daren Lewis, Division Commander

A Note from our Division Vice Commander

Members of Division 7, words mean things and the words you are going to read mean plenty. Please take them to heart. This is speaking of LEADERSHIP. The biggest weakness in our organization is its lack of depth in leadership. We are an organization that takes all types of training so we can serve the public and the Coast Guard, but when we are asked to assume a LEADERSHIP responsibility it is always someone else but not me. There are people in the Auxiliary that have the qualities of LEADERSHIP: Responsibility, Intelligence, Integrity and the Desire to achieve. Everyone has to consider stepping up and putting your personal wants aside for a time and decide to lead your flotilla or our division.



When you look around, at your next meeting, who is the person that you would feel the best, standing in front of you, handling your Flotilla business? Do you talk someone in to running and then spend the rest of the year making them sorry they did? When we elect a new Commander and Vice Commander, support them!! When the Flotilla supports their Officers the Flotilla will thrive. How do you support them -- Take a Staff job

(Continued on page 3)

and give it the time that it needs to do a good job. Discuss things with each other. Don't hang people out to dry just because you can. I am not going to list the reasons that people won't come to Flotilla Meetings; but I will tell you why they do come. It is easy! It is because they have a good time, have friends, common interests and a feeling of satisfaction. Only you can do this, by electing the best there is and then SUPPORT THEM.

This also covers electing and supporting your Division leadership.

The Coast Guard always says the strength of the Auxiliary is that we elect our Officers. Only you know if this is true or not.

The Division Leadership Training will be held at MSU on October 9th at 0830. Every Flotilla and Division Commander, Vice Commander, staff officers and anyone who wants to hone your skills should attend this training. It is well done and it should help you in your positions.

Respectfully,

Carol Bobo, VCDR-7

October is Election Month

Remember to attend your flotilla meeting this month so you can cast your vote for your Elected Officers for 2011— Flotilla Commander and Vice Flotilla Commander. It is important to choose the best candidate and show your support.

On October 9th, Division 7 will be offering **Leadership Training**. Anyone who wants to develop their leadership skills is welcome to attend. You will come away with a wealth of good information.

Updated PE Schedule : September 20, 2010

71 BS&S

September 21, 2010 Contact Les Czarnecki 360 431-5505 \$45 Tues-Thurs 7-9:00pm Lower College, Longview, WA (room 205)

73 BS&S

September 29, 2010 Contact Ken Babick 503 348-6686 \$40 7:00pm Tyee Yacht Club
Sept 21 - Dec 29

76 BS&S

September 9, 2010 Contact Jon Polimeni 360 521-4921 \$35 St Johns Water Pollution Lab

78 ABS

September 25, 2010 and October 23, Contact Gay Sipes 360 256-2991 or 503 799-5205 \$10
Vancouver and Camas / Washougal

7-12 BS&S

September 20, 2010 Contact Gary Davis 503 804-5662 \$40 Hillsboro

I would like to thank all who contributed to this month's edition of The Daymark 7. Without your contributions, this would be a monumental task.

Send changes for newsletter
distribution to [Editor](#)



Daymark 7 is the official publication of Division 7,
District 13, U.S. Coast Guard Auxiliary. Please
send articles, photos, corrections and items of interest
to the editor:

Diane Epstein, SO-PB d_mepstein@frontier.com

**FLOTILLA COMMANDERS REPORTS****FLOTILLA 71 LONGVIEW** – [No report received]**Doug Doane FC-71****PACIFIC** – Fellow Guardians:

Please join me in welcoming our new Vice Flotilla Commander, Dave Schwartz.

Dave stepped up and accepted this new responsibility at a time when our Flotilla needed him the most. As you know, Earl Olson had to step down when, through no fault of his own, he was unable to fulfill his term.

Dave joined Flotilla 73 in December of 2007 and has accepted greater and greater levels of responsibility. Most recently Dave has, and continues to, operate as the flotilla's Communications Staff Officer. He also maintains crew certification and assists with the annual Crew and Coxswain Academy.

Dave was unanimously elected to the position of Vice Flotilla Commander during a special election held on 16 Sep 2010. With wife Anne by his side, all members in attendance welcomed Dave into his new position of responsibility.

Looking forward, the recreational boating season is drawing to an end, but our Flotilla remains very busy.

If you haven't done so, please complete whatever paperwork is necessary to update AUXDATA with your current hours. All required forms can be found on our web site. This is extremely important as we are beginning to compile data that will be sent up the chain so the Coast Guard can report back to Congress all the work completed by the Auxiliary this year. These numbers have a direct impact on budgeting and are also the basis for awards that will be presented later in the year. Therefore, if not for yourself, then please get this completed for your shipmates.

Lastly, if you haven't heard, this year's Change of Watch will be held on the Sternwheeler Rose. Planning is very much underway. Dinner will consist of both Salmon and Prime Rib. The ceremony will be held while underway for a 3-hour river cruise. This will truly be an evening to remember.

Please make your reservations with Carol Bobo ASAP. This will help us greatly with the planning process.

Brian Rollins, FC-73



SWAN ISLAND — I can't believe how quickly this year is flying by. It seems like we just had our elections and our

Change of Watch, and here we are again about to have our elections for 2011 and another Change of Watch.

Our August ABS class, which was held at the Multnomah Channel Yacht Club, had the largest turn out that we have seen in years. In addition, our BS&S class, which started on September 9th, also has a strong turn out. I would like to thank Jon Polimeni for all the work he is doing coordinating and promoting these classes along with Shaun Ramirez for his PR support. I also want to thank the outstanding set of instructors that we have. Here is just one (edited) example of the feedback that I have been getting about our instructor pool from the students:

Dear Mr Poulson,

Last week I had the opportunity to attend a safe boating class that was sponsored by The Coast Guard Auxiliary. I would like to thank you and your organization for having such a class. I found it to be both interesting, informative and educational.

I would like to call to your attention one of the instructors, (Mr.) Jack Tanz. (Mr.) Tanz is an outstanding instructor. He not only had a complete command of the matter being taught, but he was able to share his knowledge with the class in a way that made it easy for us to learn. He shared real life examples from his boating experiences with us. This made the subject matter both real and interesting. At lunch he continued to share himself with the members of the class by eating with us. The segments of the class that he taught were among the more difficult ones. Despite this, he was able to engage us all in the matter being presented and to make learning a pleasure. He is an outstanding representative of your organization. Thank you.

It is these comments that make me proud to be a member of Flotilla 76.

Our GPS class is slated for October 16 and will also be held at the Multnomah Channel Yacht Club. Flotilla 76 has not offered this class for some time. It will be exciting to watch it come together.

As to 76's monthly Vessel Examiner award, we FINALLY had a different winner (Sorry Matt). Brad Schuldt took the prize with 37 Vessel Exams. I would like to thank Brad and all of our other examiners for their hard work. We are having the most productive year we have had in a long time.

John Poulson, FC 76

FLOTILLA 78 VANCOUVER — [No report received]

George Sipes, FC 78

FLOTILLA 7-12 HILLSBORO — [No report received]

Gary Davis, FC 7-12

DIVISION STAFF REPORTS



Homeland
Security



U.S. COAST GUARD AUXILIARY
Department of Information
Technology

COMMUNICATION SERVICES— [No report received]

Daren Lewis, SO-CS



Our division has been asked to step up and assist the Gold side once again. Station Portland's small boats use landmarks and geographical locations as their means of identifying their location. This, however, is not how we've done it for the past few years. Come to think about it, I don't know how long we have used river miles. Using statute mile as our means of identifying our location is now the old way and using landmarks is the new way. This is going to help us streamline our comms with Station's comms. In the past this hasn't been an issue do to the fact that Sector Portland was holding our radio guard. It's not that station doesn't know where we are when using statute miles, it's that when using a number as a means of locating yourself, it ends up as a number on paper. It's the mind's natural instinct to visualize the landmark or geographical location when reported as such.. By making a change to landmarks, Station can better visualize our location and task us accordingly.

Here's a staff report I received last month from FSO-CM Paul Plouger. I think he says it very well.

"With the change of Sector Portland moving to Astoria, all radio comms are going through Station Portland. With this change, we are seeing the development of new challenges which will require us, as Aux members on the radio, to be at the top of our game".

Those of us who went through crew academy remember the challenges we faced as we were given a radio script, a radio, and a mike and were told "Read this script, learn this script, and remember, YOU ARE THE VOICE OF THE COAST GUARD". The first time we keyed up the mike, the nerves that we were feeling, and when we made our first, second, or third mistake, how we started to shake and think, this is a lot more difficult than I thought it would be. Well, the same is true for Station Portland. They are in transition, learning new responsibilities that they never thought they would be given. The radio comms, while a struggle in the beginning, is getting a lot better. Those of us who are on the radio each week can hear the improvement. It is now up to us to improve with them.

Let's all keep this in mind when making these changes. We need to support Station through their transition and I know Station will return the favor and support us with our transition to location.

Upcoming Events.

09 October 2010, the ECP (Emergency Command Post) will be launched to Mt. Tabor to participate in the Multnomah County ARES (Amateur Radio Emergency Service) exercise. This event

will exercise the ability to have HAMS assist local government and federal agencies to communicate via amateur radio frequencies in emergencies. This exercise will be our first use of HF equipment on Mt. Tabor and will be interesting to see how it works. If you would like to participate in this exercise, please email Jim Price and CC me. Space is tight so we may have to work a shift schedule to allow member participation.

14 October 2010 @ 1900, the pre-brief for the radio exercise will be held at MSU Portland's training deck. We will be rolling out the degraded communications plan and hold the brief for the exercise.

16 October 2010, TBD, will be the radio exercise for degraded communications plan. This exercise will last the better part of the day with a hotwash at MSU Portland's training deck or Wardroom. Please refer to my September report for more details.

Expected Execution.

After this month's activities are over, it will start to slow down with radio activities and would make a perfect time to start working on the TCO-PQS. Flotilla 78 is still planning on holding a TCO class, but have recently sworn in a new FSO-CM, Lance Harmon, who will be on a fast track to learning his new role as FSO-CM. Lance will be spearheading this effort to run a TCO academy and I look forward to working with Lance and FL 78 on their TCO class. In the meantime, we can all start work on our PQS sign offs. Members, both gold and silver, who are currently qualified in the specific task that you are working on can sign you off. Examples are, coxswains can sign you off on charting, AUXCOM qualified members can sign you off on your phonetic alphabet, gold and silver watchstanders can sign you off on everything except radio nets. These are just a few examples of who and what they can sign off. Please call your FSO-CM for more information.

Jonathan James, SO-CM

Human Resources— Flotilla 71 – Working on 3 new prospects.

Flotilla 73 – Welcome aboard to Glenn Rogers who just received his member number.

Flotilla 76 – Nothing new at this time.

Flotilla 78 – Currently busy training their 5 newest members.

Flotilla 7-12 – Welcome aboard to Art Jinnett who just received his member number.

Remember – It's critical to assign mentors to new members who can advise them of all the opportunities available in the Auxiliary, help them in selecting their uniforms and be there for them when they have questions. **Is this happening in your flotillas?**

If you need help, let me know.

Carol Bobo, SO-HR



Information Systems— When you are performing maintenance or carrying out an installation, etc. on your facility (be it vessel or radio) during a mission or on your “day-off,” take care to report that type of time on a [7030 form](#) using a **Radio** or **Vessel** AuxData Mission Category (and not a Member Activity Log, form 7029)!

Unless that maintenance/repair/installation time is reported using a Radio or Vessel Mission Category, the hours are “lost” to your facility in AuxData.

The appropriate entry on your 7030 form for **Vessel facility** time should be reported using Mission Category **23A**; the next entry is **IP** for Activity; **B0 (zero)** for Status; **STBY** for SubActivity; **AUXMP** for Mission; and **STANDBY** for SubMission.

Repair or other “down-time” on your **radio facility** should be recorded on a 7030 form using **07D (zero)** for Mission Category; **TRANS** for Activity; **A** for Status; **RADOP** for SubActivity; **CGOPS** for Mission; and **OTH** for SubMission.

A third activity that many Auxiliarists are not reporting correctly has to do with the time spent in and around your marina or other waterway. This “walk-about time” is important visual security and the time should like-wise be reported using the Mission Category for **America’s Waterway Watch program**. Again, the 7030 form should be used, with appropriate remarks noted on the document. The code line entry on your 7030 form is, Mission Category, **70G** (zero); Resource Activity, **U**; Status, **UCG**; Status, **A**; SubMission, **UCGOPS**; Mission, **MS**; SubMission, **WWWMGMT**.

Submission of your mission time using the [electronic forms](#) Internet link is easiest and least complicated. As you fill-in the form’s blank spaces, your curser will be placed automatically in spots requiring your input. The order of input is the same as I have described above.

Please be sure to talk to your Flotilla IS Officer (or Division IS Officer) if you have any questions regarding these “special case” AuxData entries.

Flotilla mission counts, year-to-date, are as follows:

Missions Ashore, Unit Summary Counts

Year-to-Date, Current to Monday,
0800/20Sept2010

	TTL Active Members	Vessel Examiners	VSC's Per- formed	VSC's Passed	% VSC's Passed	Program Visitor Qualified	Marine Dealer Visits	Instructors	PE Class Sessions	PE Class- room Hours
130-07-01 Longview	35	5	102	86	84.3	1	0	10	11	22
130-07-03 Pacific	74	20	413	384	93.0	5	162	9	18	30
130-07-06 Swan Islnd	67	18	583	427	73.2	6	33	12	14	32
130-07-08 Vancouver	49	11	1219	771	63.2	11	242	10	14	112
130-07-12 Hillsboro	31	7	107	76	71	2	59	5	15	30
Total	256	61	2424	1744	71.9%	25	496	46	72	226

bhoyer, Oct Division News Ltr

Missions Afloat, Unit Summary Counts

Year-to-Date, Current to Monday, 0800/20Sept2010

	Surface Facilities (active)	Crew Qualified	Coxswain Qualified	QE Qualified	Safety Hours	Regatta Hours	Chart Hours	MEP Hours	CG Logistics Hours	Marine Safety Hours	CG OPS Support	Assists
130-07-01 Longview	4	6	6	1	220	63	0	0	14	3	2	0
130-07-03 Pacific	8	14	14	3	539	159	2	0	12	77	43	83
130-07-06 Swan Islnd	4	18	7	1	122	119	0	37	0	135	1028	2
130-07-08 Vancouver	8	9	5	0	97	88	0	16	0	169	22	9
130-07-12 Hillsboro	2	7	2	0	20	19	0	0	0	0	0	0
Total	26	54	34	5	998	448	2	53	26	384	1095	94

bhoyer, Oct Division News Ltr

Bill Hoyer, SO-IS



Marine Safety— [No report received]

Hall Guttormsen, SO-MS



MEMBER TRAINING — On September 11, Division conducted the Tri-Annual On-Water Currency Review QE session. Congratulations to the members that pass their review. For the members that did not pass, please get some time out as a trainee to practice the skills that need improvement. With that said please, keep in mind that if you did not pass your review your qualification is in suspension until you satisfactorily pass QE. Please read this message from Don Verkest, SO-OP about Failure of Currency and another QE session.

"Failure of Currency Checkride: Last, and certainly not least in importance is a new ruling from OTO Jones at DIRAUX. In the event that a qualified member fails a currency check - such as a Triannual Currency Checkride - his/her qualification will be put in suspension until the checkride is satisfactorily completed with a different QE. "Suspension" means that the member can go on patrol only as a "trainee" but not as regular crew. If a second checkride with a different QE also fails, the member's qualification will be rescinded. The only recourse is re-qualification (complete the Boat Crew or Coxswain course work and QE Oral & Underway exam) or an appeal to the OTO who will then arrange for a different QE of his choice to conduct one more (third) checkride. There is no recourse after the third failure except re-qualification. Please remember that this only applies to EXISTING qualifications - not to those who are attempting to achieve their initial certification. FYI - we have a QE date of Saturday, 23OCT for those seeking their initial Boat Crew or Coxswain qualification, and is open to anyone needing their Triannual Currency check. The latter need to bring their Appendix F with them, signed off by their FSO-IS."

Some of the training topics coming up in the near future is the Leadership training on October 9; all elected and appointed officers should plan to attend this training along with any other members who would like to attend. The training will be on the on MSU Portland's training deck, the start time is 0830 and the instructor is Ken Babick. In addition, Hazardous Waste Operations and Emergency Response (HAZWOPPER) course will be on November 13. Both classes are expecting to last the greater part of the day. There will also be a navigation rules class put on by BM1 Troy Atwood of Station Portland. The class is open to active duty and auxiliary personnel. The class is four days plus one day of testing. Dates are November 15-19 from 0800 to 1130 at Station Portland. If you are interested, please contact SN Elisabeth Hanna or BM1 Troy Atwood.

As many of you should have seen, national has released updates to the training programs. Most of these changes are for the better since they reflect the changes in the Auxiliary and the Coast Guard. A few of the items that I would like people to review is Mandated Training (MT) and the AUXOP program because these programs have been updated. The changes take effect next year. There will be more to come via email and blog posts since this is such a large topic.

Jonathan Polimeni, SO-MT



NAVIGATION SYSTEMS — [Nothing to report]

Joe Baney, SO-NS



Operations – There are some new Operational procedures to be put in place immediately in our Division that will affect all Crew and Coxswain operations personnel. This will require your quick action to implement them and certainly to support them.

SAR Procedures

Distress procedures are unaffected and remain the same. It is the Non-Distress "Come Upon" situations that we are modifying to help support Station Portland as it settles into its new responsibility for providing Marine VHF Radio Watchstanding for our Station AOR. As you know, the Auxiliary is given special leeway in situations where we discover a mariner/vessel that is requesting assistance from an Auxiliary unit that is under orders. Assuming the boater has not requested assistance from anyone else (USCG, Commercial Assistance Providers, etc.) Auxiliarists are permitted under the SAR policy to render assistance IF we can safely render assistance, including towing to the nearest Safe Haven (nearest facility that will accept a disabled vessel and has communications capability) and if Station has no other higher priority tasking for us. While we have always had the responsibility to notify our command authority in such situations, the timing of that notification has become important. This is where the change in procedure comes in. The new procedure is that we will notify Station Portland in advance of commencing the assistance and will stand by until we have received clearance to proceed from Station. The reason is not to seek permission - it is to give Station time to notify Sector Columbia River of the situation and to provide the opportunity for Station to understand the safety aspect of the planned action and to verify that there are not higher priority tasks that they need to dispatch us on before we undertake the assistance. This will likely cause a short delay but given the non-distress nature of the situation that should not be a problem. If the situation deteriorates, notify Station Portland of the change and your new assessment. If it becomes a distress situation, act as you would if the distress had just been discovered and notify the Station as soon as possible. Please put these procedures into effect immediately.

For NON-DISTRESS SAR situations that are "Come Upon" by you (not directed by the USCG or overheard on the VHF radio), do the following before offering assistance:

Determine the nature of the assistance requested.

Determine the number of People on Board (POB), if there is injury or illness to any and if there are any special circumstances (children, health problems or other safety issues.)

Request all aboard to put on life jackets. Provide same if they are lacking.

Determine if there is any damage to the vessel, flooding, fuel leaks, instability, etc.

Ask if any request for assistance has been made to the USCG or other parties.

If no other assistance has been requested, tow assistance is appropriate, determine if you can safely provide it. Verify that tow attach points are secure and capable of tow-

ing strains. Determine the nearest Safe Haven and tell the Skipper that will be your destination. If he requests another location, determine if there is sufficient justification to warrant the additional time and risk to take them there. Be prepared to defend this decision to Station.

Recompute your GAR given for the towing evolution.

Note the location, time of contact, identify and description of vessel, number of POB including special cases such as children, elderly, infirm, sick, etc. and the nature of the assistance intended. Contact Station Portland OOD 503-240-9365 via mobile phone to report the situation and declare your intent to provide the planned assistance for the *Come Upon case*.

Wait for the Station to respond back to you before starting the assistance. Do not hook up any lines or make any commitments to the disabled vessel until the Station has completed its responsibilities and determines that no other higher priority tasking requires your support.

As in the past, contact Station by mobile after completing the tow to transmit the SAR form information and receive a SAR case number.

If you encounter any problems with this procedure, please note them and copy your FSO-OP at the conclusion of your patrol. The FSO-OP should forward a copy to the SO-OP for action.

OPs and Position Reporting

We normally provide "OPS and Position" reports as "OPS Normal" and "UP/DOWN Bound" and a river name and statute mile number. While the Auxiliary has long used the river mile number, we are the only organization on the river system doing so, including our USCG partners on and above the water. Virtually everyone else uses a physical description of location rather than a river mile number. Any physical descriptor is ok, including ATON number, prominent structures/buildings (terminals, piers, bridges), geographic entities (islands, beaches, points), and so on. "Lat and Lon" is another choice if no other descriptor is obvious. With a little practice, this will become second nature to us and will help us learn our AOR even better. Realizing that such a transition does not happen easily or quickly, we suggest using a combination of physical description and river mile number until we are comfortable with the physical location. It will more quickly tell the Station where we are in terms that they are familiar with and this will increase their awareness to our presence and availability for deployment in event of asset need. Please put this procedure into effect immediately. Again, problems with the procedure should be communicated to the FSO-OP and SO-OP.

QE Session

Those wishing to test for their initial Boat Crew or Coxswain certification will want to be at MSU Portland Training Deck by 0800 on Saturday, 23OCT for Oral reviews. Underway checkrides will commence when the Oral exams are completed for all candidates - estimated to be late morning. Those who only need underway checkrides or who are due for their Tri-annual Currency Checkride should be at the Training Deck by 1030. Uniform is ODU. All those wishing to participate need to email Don Verkest with your intentions. Tri-annual Currency candidates must bring Appendix F with your FSO-IS signature verifying your hours underway and Nav Rules (for Coxswains) currency. Everyone needs to bring your complete

PPE for the water temperature on that day which can be checked at the Bonneville Dam website. Temperatures of 60 degrees or lower will require Mustang or Dry Suits.

Patrols

Hopefully by the time you read this, our fuel budget will have been restored for the new fiscal year and patrols will again be available. There will be greater attention paid to water levels and the amount of debris in the water, plus the shorter daylight hours of the approaching winter time conditions, so please carefully consider the necessity, crew skill levels and facility equipment when requesting patrol orders.

Don Verkest, SO-OP



U.S. Coast Guard Auxiliary

Public Affairs



I am forwarding the PA reports from Flotillas 71 and 7-12 this month to be included as part of the Division PA- REPORT.

I have sent letters to Station Portland and MSU Portland requesting a Safe Boat and a Color Guard/Colors for the 24th Annual Veterans Day Parade to be held on November 6, 2010 in Vancouver, WA.

I will send a notice to each flotilla FC and FSO-PA Officer with Details of this event next week.

FL 71—On September 9th we were involved in a Safety Fair – Fire Station at Bakers Corner in Longview. Was VERY SUCCESSFUL!

Handed out information to around 300 people regarding boater safety & Auxiliary BS&S Class.

Also had a facility boat there so children could put on their life jackets and get in the boat.

We also picked up two prospects for the BS&S Class & also two that are interested in the Auxiliary.

“Brandi Ballinger sent a note telling us they really appreciated our participation. Our station was a hit with the people that attended”

BS&S Class - September 21 - November 2nd (every Tuesday & Thursday night's 7-9)

Future Events or Activities:

October 9th - Fire Prevention Week in Lexington Fire Station.

More information to come. Still working with people of Longview Fiber regarding a House Fair in November.

2011 events:

May 14th & 15th - Coffee Stop

July 30 - Mother/Son Outdoor Adventure

October 8th & 9th - Coffee Stop

FL 7-12— 08/19/10 Bethany Safety Fair

08/24/10 Hillsboro Tuesday Market Beach Party SAFE Boat

09/10/10 Genetech Safety Fair

Published Articles- Print Media

Hillsboro Argus

07/06/10 'US Coast Guard displays SAFE Boat to kids'

07/13/10 'Reminder: Life Jackets Save Lives'

09/03/10 'Fall Boating Classes'

Broadcast Media - Radio

07/16/10 Station KUIK Public Safety Announcement 'Life Jackets Save Lives'

09/01/10 Station KUIK Public Safety Announcement 'US Coast Guard Auxiliary Offers Fall Boating Courses'

I think we can improve this in the future. We need to discuss what worked and how to improve these events. We are very fortunate that the Hillsboro Argus and radio station KUIK are willing to work with us so well.

John Hilbrands, SO-PA



Public Education — In September two flotillas are teaching BS&S classes and two flotillas are teaching ABS classes.

October 16th Flotilla 76 is putting on a GPS class at the Multnomah Channel Yacht Club.

Department Division wide, we still have nine instructors that are REYR. Some of these instructors have not been seen for a while and their status is still being followed up on. Talk to your FSO-PE if you are REYR for opportunities to remain qualified as an instructor. Being the lead IT in member training also counts toward time needed to remain qualified as an instructor.

October 1st we change to winter uniforms (Winter Dress Blue).

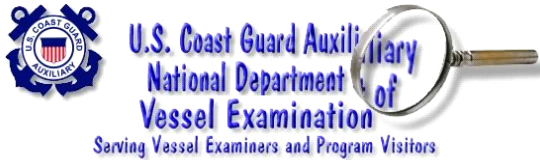
“All IT’s and assistant IT’s in PE classes shall be in uniform appropriate to the climate. Authorized uniforms include *Tropical Blue, Winter Dress Blue or Service Dress Blue* uniforms. The uniform worn should be consistent with the lead senior instructor, if practical.” NO ODU’s in PE classes.

The link to the September Newsletter from the National Education Department is

http://cgauxed.org/edcon/edcon_sept_10.pdf

All of the PE class reviews I have received attest to the knowledge and high standards the instructors in this Division perform their duties. Keep up the excellent work you are doing.

Brad Schuldt, SO-PE



Program Visitor— Division 7 has doubled from 2009 the number of Program Partner visits through September 2010, in excess of 600. Congratula-

tions ! I continue to maintain a good supply of OSMB's Oregon Boaters Handbook and just received a modest supple of Federal Regulations. Please let me know what you may need and I'll arrange to get them to you.

Gayland Rogers, SO-PV



Vessel Examinations— The year is coming to an end fast so get all your VE reports into your IS officer but keep on the ramps to get the last of the fishing fleet checked for the Cold weather days that will soon be here.

Dick Andreasen, SO-VE



Citizen's Action Network— Sept 13, 2010 I called Tim Teahan (070709 Flotilla Commander in Tampa, FL). I invited Tim and all the Auxiliarists he could get to meet with me at the Coast Guard Innovation Expo Nov 2-4, 2010, to discuss District 7 starting CAN in their AOR. He agreed to meet me and he'll ask other Auxiliarists who he thought would be interested in promoting CAN.

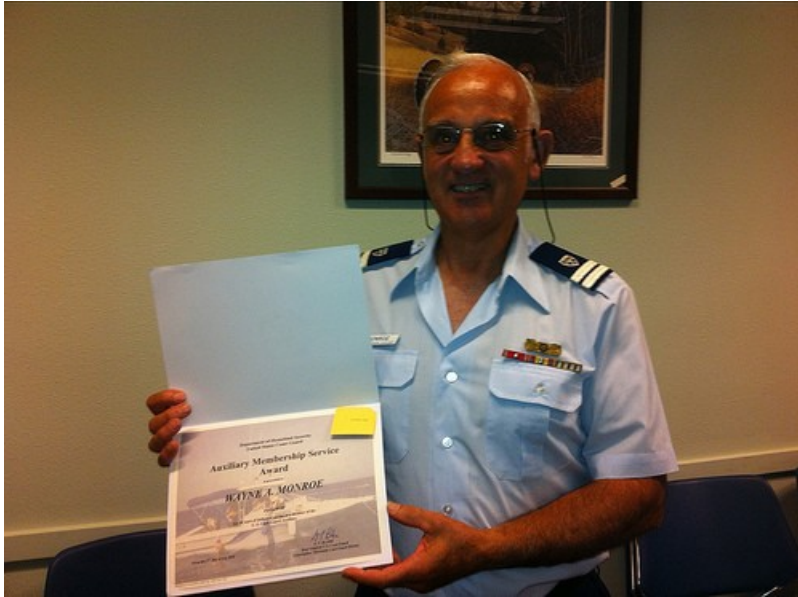
Sept 14, 2010 In Kennewick, WA I gave a CAN presentation to (17) Division 8 members. John Umbarger (AUX/CAN member) agreed to be Flotilla 85 CAN Coordinator.

Sept 15: Traveling back from Kennewick I spoke to Marina personnel to get a list of key persons who may help promote CAN, and distributed CAN promotional materials to Hood River and Cascade Locks Marinas.

Sept 16 at MSU Portland I met with Beth Timmons, GIS Analyst, USCG Auxiliary Flotilla 54 - Yaquina Bay, Oregon. I gave her CAN Hand-out materials and copies of PowerPoint presentations she could use to promote CAN at her Flotilla meeting and the Yachats "Emergency Preparedness Month" gathering Sept 18...

Sept 16 at the Flotilla 78 meeting I met with John Hilbrands and Bill Hoyer and discussed them promoting CAN. I sent them CAN hand-out materials and a PowerPoint in PDF. Format.

Pat Easton, D13 S CAN Mgr.

30 Years of Service: Wayne Monroe

Shipmates,

Last night I had the opportunity to visit Flotilla 78 along with our SO-Communications Jon James. The energy was high and it was great to see 31 members in attendance for the meeting. One particular highlight was the presentation of the Auxiliary Membership Service Award to Wayne Monroe **for THIRTY years of service** to the Nation in the Coast Guard Auxiliary.

Bravo Zulu Wayne and thank you for the leadership and dedication to duty you've shown over the last three decades.

Daren

[Reprinted from Div. 7 Blog]

What is the Bertholf?

Written by Joel Aberbach [from the EBeacon]

Starting from the end and working back to the beginning, the USCGC *Bertholf* is the first Legend-class National Security Cutter of the Coast Guard. Built by Northrop Grumman at a cost of over 640 million dollars, this 418 foot Cutter was launched in 2006, commissioned in 2008 and is home ported in Alameda, California.

Many of us toured this magnificent ship when she visited Sector Miami, a few months ago.

So, we know the ship, but who was the man behind the name?

Ellsworth P. Bertholf was one of the most interesting and talented leaders in Coast Guard History. He is, in fact, the real father of the U.S. Coast Guard, as we know it today. (No, I would not want to debate that with Hamilton.)

Born in New York City in April 1866, Bertholf and family moved to New Jersey when he was 4 years old. At age 16, he received an appointment to the Navy Academy, where in his second year was court-martialed and dismissed for a hazing incident. The following year, he was appointed as a cadet at the Revenue Cutter Service School in New Bedford, Massachusetts (a famous whaling port, as the sea shanty goes.)

His service history is as follows:

1887 – Graduated and assigned to serve on his first Revenue Cutter, *Levi Woodbury*.

1889 – Commissioned as 3rd Lieutenant.

1895– First RCS officer to graduate from the Navy War college, gaining valuable experience in navel tactics and interacting with Navy officers.

1897– Assigned to USRC *Bear*, home ported in Seattle, tasked with the Bering Sea patrol, spending several months each year patrolling the Alaska coast. During this tour, reports were received that several whaling ships were trapped in the ice at Point Barrow and their crews would likely starve to death during the brutal Arctic winter. The Captain of the *Bear* dispatched four officers, the XO, two Doctors and Bertholf, to drive a herd of reindeer, 1,500 miles over land to finally reach the whalers in early March, 1898. They walked most of the way, when dogs and sleds could not be found along the trail, with temperatures plunging to -45 degrees F.



The four team members were awarded the Congressional Gold Medal for their heroic efforts, saving 275 American whalers. It was hailed as one of the most perilous rescue missions in maritime history.

The following year Bertholf was reassigned to the *Bear*, now as executive officer. Their next assignment was to deliver more reindeer to Alaska, from Russia, rescuing stranded gold miners and whalers and to investigate two murders. (The RCS was the only law enforcement in Alaska)

1900-1901 – Now a 1st Lieutenant, Bertholf was sent back to Russia to acquire more reindeer for shipment to Alaska for relief of the natives.

1902 – Married Emilie Sublett, of Hackensack, N.J., before his next assignment as assistant inspector for the U.S. Life Saving Service, in Atlantic City. He was then responsible for examining and drilling surfmen, at the 42 N.J. Life Saving Stations, in addition to investigating shipwrecks along the coast, making certain the rescue work was conducted properly. The tour would be valuable experience later, when the FLSS merged with the RCS to form the USCG we are today.

1905 – Bertholf, back with the RCS was assigned to Cutter *Onondaga* as XO, patrolling the Atlantic coast, assisting vessels in distress and destroying hazards to navigation.

1906 – Assumes command of a new 96 foot harbor tug, dealing with international shipping, assisting vessels entering harbor and enforcing anchorage and port regulations

1907 – Promoted to Captain and assigned to USRC *Seminole*, in North Carolina. Here he was able to use his Naval War College experience in fleet training exercises with several other Cutters.

Upon completion of tour on Cutter *Seminole*, Bertholf was surprised and honored to get assigned, once again, to his old ship, the *Bear*, now the most famous Cutter in the Service.

Protecting the seal population from other nations ships was always a problem, but, after the Russo-Japanese War it became more serious as Japan was not a signatory to any sealing treaties.

1908 – Bertholf and crew kept busy confiscating ships caught sealing within the three-mile limit, transporting ships and crews to Valdez, Alaska and was unable to return to homeport in Sausalito until very late that year. Other duties during his three year tour included hydrographic surveys, shipwreck rescues and transporting 143 destitute persons from Nome to Seattle.

1911 – Bertholf was confirmed by the Senate to become the fourth Captain-Commandant of the service (carefully weighing his accomplishments against those of the other 23 on the seniority list.)

1911 – President Taft and many in Congress called for the dissolution of the RCS and have the

Navy and other Federal agencies assume their maritime responsibilities, thus saving \$1,000,000 annually. —*the work now being performed by this service the commission is convinced that the service has not a single duty or function that can not be performed by some other existing service and be performed by the latter at a much smaller expense on its part*”

Bertholf started researching the economics for his service and presented evidence to Congress that for every dollar spent on the RCS more than four dollars was saved by the Country.

1912 – The International Ice Patrol treaty with several other countries was signed, naming the U.S. in charge. That event and the beginning of the World War convinced newly elected President Wilson to retain the RCS and Bertholf was directed to discuss a possible merger with the FLSS.

1915 – On January 30 an Act to Create the Coast Guard was signed into law. Later that year, Bertholf was reappointed for four more years as Captain Commandant.

1917 – U.S. enters WW 1 and operational control is transferred to the Navy. Bertholf worked closely with the Chief of Naval Operations, concerning Coast Guard matters.

1918, 14 December – After the war, the Navy was troubled by the loss of many officers and enlisted men, to the civilian work force. They could solve that problem by absorbing the Coast Guard personnel and assets still operating under the Navy.

Both Navy and Coast Guard officers testified before Congress on the efficiencies of a permanent merger.

1919 – February – Bertholf finally got an opportunity to testify, systematically rebutting every argument of those in favor of the merger, persuading some members of Congress to hold the bill in committee. The bill was finally settled in June when President Wilson issued Executive Order 3160, transferring the Coast Guard back to the Treasury Department.

1919 – Commandant Bertholf retired, moved back to New York City where he became the vice president of the American Bureau of Shipping.

1921 – Died of a heart attack and buried at Arlington National Cemetery.

HIS CONTRIBUTION TO THE COAST GUARD INCLUDE PREVENTING ITS DISSOLUTION IN 1911, HIS GUIDANCE IN MERGING THE REVENUE CUTTER SERVICE WITH THE FEDERAL LIFE SAVING SERVICE IN 1915 AND WAS INSTRUMENTAL IN PREVENTING A TAKEOVER OF THE U.S. NAVY IN 1919.

AND SO, THE COAST GUARD HONORED IT'S FIRST COMMANDANT BY NAMING IT'S FIRST *LEGEND* CLASS CUTTER AFTER HIM. THE USCGC *BERTHOLF* WAS THE FIRST SHIP CONSTRUCTED IN THE DEEPWATER PROGRAM.

For additional information visit:

<http://www.uscg.mil/pacarea/bertholf/>

U.S. Department of Homeland Security

United States Coast Guard Official Business



SO-PB D-13, Div. 7

15690 NW Ridgetop Lane

Beaverton, OR 97006-5387

d



The disclosure of the personal information contained in this publication is subject to the provisions contained in the Privacy Act of 1974. The subject Act with certain exceptions prohibits the disclosure, distribution, dissemination, or copying of any material containing the home address, home telephone numbers, spouses' names, and social security numbers, except for official business.

Violation may result in disciplinary action by the Coast Guard and/or civilian criminal sanction.

UPCOMING EVENTS

OCT

- 04 Oct— **Div Mtg, MSU Portland Mess Deck 1900 FL 76 host**
- 09 Oct — Div MT —Leadership Training, MSU Trng Deck 0830
- 13 Oct — FL 71 Meeting, Rizad Bldg, Kelso, WA, 1900
- 13 Oct— FL 76 Meeting, Marine Safety Unit Portland., 1900
- 13 Oct— FL 7-12 Meeting, WA Co. Svc Bldg, 1900
- 14 Oct —The Dalles Detachment Mtg, The Dalles Y.C., 1900
- 21 Oct — FL 73 Meeting, Tyee Y.C. 1900
- 21 Oct — FL 78 Meeting, WA Fish & Wildlife, Vancouver, 1930
- 22 Oct— Reports for Daymark due to Diane Epstein

NOV

- 01 NOV— **Div Mtg, MSU Portland Trng Deck 1900 FL 78 host**
- 10 Nov— FL 71 Meeting, Rizad Bldg, Kelso, WA 1900
- 10 Nov— FL 76 Meeting, Marine Safety Unit Portland 1900
- 10 Nov— FL 7-12 Meeting, WA Co. Svc Bldg, 1900
- 12 Nov— FL 73 Change of Watch
- 13 Nov— HAZWOPPER training, MSU Training Deck 0830
- 18 Nov— FL 78 Meeting, WA Fish & Wildlife, Vancouver, WA 1930
- 22 Nov— Reports for Daymark due to Diane Epstein